

REPARATION PLAN TAKES REAL FORM

Move to Extend American Aid Reaches Stage Where Early Action Is Expected.

Washington.—A plan under which an American commission would determine how much Germany should be required to pay the Allies in reparations has emerged from the effort to find a way for extending American aid toward solution of the economic troubles of Europe.

Although discussions of the proposal have been kept thus far outside the formal channels of diplomacy, the exchange of views has developed a thorough understanding in authoritative circles that the United States, Great Britain and Germany all are all are willing to assent to the creation of such a commission.

The plan now is before Premier Poincaré, of France, and he is expected to make a decision after he has concluded a series of conferences with industrial leaders of his own country and of Germany. It is assumed that it will be communicated later to all the nations interested in reparation payments.

Officials of the Washington government, who from the beginning of the present discussion have been unwilling to do more than hint that a way was being sought to render aid toward a European settlement, refused to at all discuss the plan for an American commission. Secretary Hughes, however, did issue a statement saying the "Government" had presented no "proposal" on the subject.

The procedure by which all of those directly interested are sounded before any definite "proposal" is submitted with Government authority behind it is the usual method employed in negotiations of great delicacy. The secretary's statement recalled an assertion made a few days ago by a White House spokesman who said, in discussing the American attitude toward Europe, that it would not be proper to display on the stage all that was taking place behind the scenes.

The plan for an American commission was first disclosed in an Associated Press dispatch from London, where the proposal has been actively under discussion. The dispatch credited the Chamber of Commerce of the United States with having first laid the suggestion before Secretary Hughes, and it was learned here that much of the actual discussion which has taken place since that time has been conducted on behalf of American industry by officials of the chamber.

Neither at the State Department nor at office of the Chamber was there any inclination to deny the published report from London telling of the unofficial plan and its communication to the Washington Government. It is known that Barnes conferred last week at length with Secretary Hughes. Asked if any official statement could be made in regard to this conference, State Department spokesman said it would not be possible to do so. At the same time efforts to obtain a more detailed statement regarding Secretary Hughes' general denial of a government "proposal" also proved fruitless.

Department officials made it plain that they would not be drawn into any departure from the formal terms of the secretary's brief statement, which in itself avoided any mention of details. It follows:

"The Department of State cannot discuss tentative proposals which are made to it with respect to the European situation. The report that this government had presented to other governments a proposal for an American commission is unfounded. Of course, it follows that no aspect of any other government to such a proposal has been received."

FIRE WRECKS TERMINAL

Chicago Passenger Station Is Destroyed.

Chicago.—The Dearborn street station, one of the big passenger terminals of Chicago, was destroyed by fire. The building was crowded with holiday travelers when flames started in the tower and spread downward to the third floor. Crossed electric wires are believed to have started the fire. Traffic officers rushed to the building and cleared it of passengers before any accidents happened.

MOHR IS FOUND GUILTY

Mount Holly, N. J.—After deliberating for less than three hours the jury acquitted Mrs. Doris Hemen of the murder of her husband, "Honest John" Hemen, the showman, and convicted her brother, Harry C. Mohr, of murder in the first degree, with a recommendation for life imprisonment, at hard labor. Spectators sat in stunned silence when the jury foreman announced the verdict.

DR. SHIPSTEAD

One of the "Dark Horses" Elected to U. S. Senate



Dr. Henrik Shipstead, Minneapolis dentist, who defeated Senator Frank B. Kellogg, Republican, in the race for United States senator from Minnesota. Doctor Shipstead was little known in the political field before he entered the senatorial race as candidate of the Farmer-Labor party.

IRELAND EXECUTES MEN FOR WRECKING TRAINS

Four Transportation Employees and Three Laborers, All Republicans, Put to Death.

Dublin.—Four railway men and three laborers were executed here for interfering with trains in County Kildare.

The seven men executed were captured on November 13 by Free State troops in a house the location of which has not been revealed. With them a quantity of stolen goods, rifles, and ammunition was found.

The men were tried by a military committee and sentenced to death on the charge of train wrecking.

The men executed are reported to have been members of the Republican army.

The official army report of the executions gives the names of the men as Stephen White and Patrick Baguel of Kildare, laborers; Joseph Johnston and Patrick Mangan of Kildare, railway workers; James O'Connor of Banahy, Tipperary, and Patrick Nolan of Rathbridge, railway workers, and Brian Moore of Rathbridge, laborer.

They were arrested with a number of others at Rathbridge, in County Kildare, says the official report, which adds that they were found guilty by a military committee of possessing, without proper authority, ten rifles, 200 rounds of ammunition, four bombs with detonators, and one explosive.

Train wrecking, tearing up of railway tracks and the blowing up of bridges have been practiced on a large scale by republican sympathizers in Ireland since the irregulars began their operations. This has badly disorganized the railway system and hurt trade, dispatches frequently telling of communication between Dublin and Belfast or between other important points in South Ireland being cut off.

WORLD'S NEWS IN CONDENSED FORM

PARIS.—One of Joffre's taxicabs, by which his army stopped the Germans at the Marne, enshrined in French war museum.

LONDON.—The Maharajah of Cochin Behar, one of the best known of Indian princes and an outstanding figure among the potentates of Hindustan, died in a hospital here after a brief illness.

LOS ANGELES.—Roscoe Arbuckle, film comedian, freed by Will Hays, chief of the motion picture industry, of the embargo placed on his work following the death of Virginia Rappe here, faced the new year with the frank confession that he had learned his lesson and was determined to work his way back to his old place in public favor.

PARIS.—France will invade the Ruhr before or immediately after January 15 unless something more decisive than now seems likely intervenes to prevent such action.

BATON ROUGE, La.—Gov. Parker and Attorney General Conn, at a recent conference here, decided to conduct open hearings at Hattop in connection with the disorders incident to the kidnapping of five Mer Rouge citizens by hooded men.

LAUSANNE.—Turks at Lausanne, apparently influenced by Russia, balk over Straits control and parity again faces a break-up.

CRUISING AROUND THE WORLD

Leslie Rowland, on Board S. S. Laconia, Describes Visit to Hawaiian Islands.

The life at sea lends our ship an entirely new atmosphere. We came aboard strangers to one another, and in the early intervals of sightseeing scarcely passed the stage of acquaintance. Out here on the Pacific, with land left far behind us, our great pleasure party has become self contained. In place of chance groups we now have circles of friends which will long outlast the cruise. Gathered as we are from all parts of the United States we find we have nevertheless the same tastes and standards of comfort, in short the same idea of what makes a good time. After all we Americans are the most homogenous people in the world.

"The islands have got us," as the phrase goes. Once a person has felt the subtle charm of the South Seas, it is said, he will never return to northern lands, or at least with great reluctance. We approached Hilo, our first call in Hawaii, over a beautifully calm sea. Since leaving San Francisco the air has grown mild without heat. Our first visitors from the islands have been many tropical birds of brilliant plumage, which are wholly unfamiliar to our northern eyes.

A vessel approaching the Hawaiian group at night first catches the welcoming flash of the great lighthouse at Hilo, from a point 25 miles or more at sea. Our first sight of land came on a beautiful sunny morning. The mountains of Hilo, the highest in the entire Pacific, rose slowly from the sea and gradually unfolded in a marvelous panorama. Like all this group the island of Hilo is of volcanic origin, and as we drew near, its rugged outline was sharply etched against the sky. There are three great volcanoes in Hilo, one of these Mauna Kea rising to an elevation of 13,825 feet. We were to see it in active eruption a few hours later.

The visit of the Laconia is a great event in the islands. As we neared the landing place the great crowd collected impressed us with our importance. A world cruise is a rare event, and the Laconia under charter of the American Express Company, carries the largest party of tourists which ever descended upon Hawaii. To our northern eyes the shore line of this tropic isle was an endless delight worth traveling far to see. It was reminiscent, someone said, of an elaborate stage setting of some musical comedy at home. The buildings, everywhere suggestive of the tropics, were set among a wealth of brilliant tropic vegetation. The glistening white sands of the beaches stretched away endlessly. Our arrival had of course been anticipated, and awaiting us on the dock were rows of automobiles which were placed at our disposal throughout our visit.

The great show place at Hilo, as indeed of the South Seas, is the active volcano of Kilauea with its lake of boiling lava. Half our day was spent there. Along excellent roads we ascended to an elevation of 4,999 feet, and looked down into the famous crater, which has a circumference of eight miles. The active portion of the crater, some twenty acres in area, is filled with molten lava which dashes against the sides like breakers on the seashore. From this boiling pit great clouds, consisting of thousands of tons of cinders are thrown high above the topmost peak of the crater's edge, and carried far out to sea. Our cars paused at the very brink of this inferno.

Another trip was made, this time by railroad to Paauhau which gave us excellent views of the inland life of the island. The road spans deep ravines and gulches often commanding very extended vistas of sea and land. The extent of the coffee and cane plantations came as a surprise, as did their remarkable cultivation. To use a much overworked phrase, Hilo is a garden spot. Under the wonderfully favorable climatic conditions of the islands the crops amazed our northern eyes. Our first day of sightseeing in the South Seas was crowded with new impressions.

The next part of our Hawaiian trip was to the north, was reached the following morning. Our mental pictures of the famous city are likely to be made up largely from recollections of South Sea romances in the movies, Hula Hula ballets and Hawaiian love songs. We found our dreams realized later on, but the approach was surprising to many of us. We sailed through a great harbor, crowded with vessels, to the largest and most up-to-date dock to be found

west of New York. Some of us had forgotten that Honolulu is a thriving city of 85,000 population. Its great charm, we discovered, was to find here palatial hotels, theatres, smart shops and other features of a large city, in a tropical setting with all the beauty this implies.

Here again we found a great crowd and a warm welcome awaiting us with the inevitable fleet of automobiles arranged in advance by the American Express Company. A half day was well spent in a visit to the famous Moanale Gardens, the Pali, Diamond Head and the Aquarium. One has never known the beauty of a botanical garden until he has seen the vegetation of the tropics under cultivation. Our best gardens at home seem dull and lifeless compared with them. Diamond Head, although an extinct volcano was very impressive in its rugged beauty. The great aquarium populous with the water life of the tropics was a revelation.

A full half day was wisely allotted to a visit to the famous bathing beach of Waikiki, and here, I think, many of us saw the Hawaii of our imaginations. Against a beautiful background of palms and tropic vegetation the dazzling white beach is one of the most famous play grounds in the world. Not the least of its attractions were the colorful costumes especially of the bathers which makes our northern seashore resorts seem very drab by comparison. Probably nowhere else on our entire cruise around the world will we see so gay and animated a scene. Several hours still remained of our visit for independent sightseeing, and our party came aboard the Laconia with a thousand unique experiences to tell. Tonight we sail on our long cruise to Japan.

PROPELLORS TO BE MADE AT ALBANY

At the December conference recently held at Boston, Mass., officials of the Bethlehem Shipbuilding Corporation and of the Thacher Propeller and Foundry Corporation reached an agreement regarding past and future manufacture of propeller wheels under process patents owned by the Thacher Propeller and Foundry Corporation of Albany, N. Y.

In the past bronze propellers have been made by the Bethlehem Shipbuilding Corporation under the Thacher patents on a royalty basis, in its Fore River plant, Quincy, Mass.

By the terms of the new agreement royalties to the Thacher Corporation are paid on manufacture to date and all patterns, flasks, machines and equipments, together with finished stock of Thacher propellers are to be delivered to the Thacher Corporation plant at Albany, where future manufacture under the Thacher process patents will be made.

At the conference the Bethlehem Shipbuilding Corporation, a subsidiary of the Bethlehem Steel Corporation, was represented by J. W. Powell, ex-president of the United States Shipping Board and vice president and general manager of the Bethlehem Shipbuilding Corporation; Norborne Berkeley, assistant secretary, and S. W. Wakeman, general manager of the Fore River plant. Thomas O. Thacher represented the Thacher Propeller and Foundry Corporation.

The decision, reached at this conference, supersedes the existing arrangements between the two corporations, which required the construction of a large bronze factory at the Fore River shipyards, and will result in the shipment by the Bethlehem Shipbuilding Corporation of about six carloads of equipment to be installed in the plant of the Thacher Corporation at Albany.

The plans for a bronze plant at Albany, deferred pending the result of this conference, will be recast so as to provide facilities to accommodate the enlarged production which will be required as the result of the new arrangement.

Delivery of the equipment from Fore River will begin in January, 1923, or as soon thereafter as the Thacher plant can be made ready to accommodate the production of this Bethlehem work in addition to its own.

George H. Thacher and several of his sons of Albany, are interested in this corporation, and Thomas O. Thacher, one of the sons is the designer and patent holder of the propeller wheels mentioned above.

Mr. Thacher and his sons are well known in this vicinity where they have made their summer home for many years.

PRINCESS NAGAKO

Smile Rarely Seen On Japanese Lady's Face



Here is a new photograph of Princess Nagako, fiancée of the prince regent of Japan, Crown Prince Hirohito. Japanese imperial etiquette teaches expression of the feelings to so great an extent that a smile such as that of the future empress in this photograph is almost unknown—certainly never permitted in public. The source of this photograph may not be disclosed.

SHIP LIQUOR RULING ASSAILED IN COURT

Wickersham Contends Volstead Law Cannot Apply to Foreign Vessels.

Washington.—The decision of Federal Judge Hand at New York, holding that foreign vessels cannot bring intoxicating liquors into the territorial waters of the United States was attacked as contrary to immemorial usage and unwarranted by any present law in a brief for the foreign lines filed in the Supreme Court by George W. Wickersham, ex-Attorney General.

Summing up his reasons for asking that the lower court be reversed, Mr. Wickersham declared that, although the prohibition amendment and the Volstead enforcement act apply to the United States and all territory subject to its jurisdiction, they do not operate to constitute regulations of the internal affairs of foreign merchant vessels coming within American waters.

Immemorial usage, the brief asserted, established the right of such vessels to carry beverages as a part of their stores or supplies for the use of passengers and crew, and that something further than any law now on the statute books would be required to prohibit continuance of that custom.

More possession of liquor on board a ship, lawful in its inception, cannot become unlawful, Mr. Wickersham argued, the moment the ship crosses the three-mile limit into American territorial waters. He declared the presence of these liquors on board while the ship is in American waters and on her progress from the three-mile limit to her dock and return was not transportation within the meaning of the prohibition amendment or enforcement act.

LATEST EVENTS AT WASHINGTON

Senator Calder of New York, in dramatic plea for ship subsidy, warns city and rural population alike of disaster in refusing aid.

Senate, by 61 to 8, confirms Pierce Butler of Minnesota as associate justice of the United States Supreme Court.

Friends of Albert B. Fall, Secretary of the Interior, have permitted to become known his desires and intention of resigning from President Harding's cabinet.

Increasing demand among Senators for withdrawal of American troops from Germany.

House Judiciary Committee expected to report there is no evidence on which to impeach Attorney General Daugherty.

Representative Upshaw, of Georgia, calls on President and all high government officials to "sign" anti-liquor drinking pledge.

House side-tracks resolution barring further issues of tax exempt securities, being the third Administration measure to be throttled since November 20.

Wagts will never return pre-war levels, Julius H. Barnes, president of the Chamber of Commerce of the United States, told the City Club at Washington.

AMERICA FORCES OPEN STRAITS

First Concrete Stand Foreseen as Memorandum Is Submitted at Near East Conference.

Lausanne.—American opposition to the proposal of the allied powers for a commission of control for the Turkish straits took concrete form in a memorandum presented by Ambassador Child to the secretary general of the Near East conference.

"The representatives of the United States, on behalf of their government," said the memorandum, "take the position that full freedom of the straits for all nations, without discrimination, will best be served by reliance on treaty rights and agreements rather than on a joint or international commission of the straits."

The note of the United States that it does not regard an international commission as necessary, undoubtedly bore fruit, as Lord Curzon gave careful consideration to Ismet Pasha's plea that Turkey would consider international interference with Turkey's affairs as "worse than death."

An agreement will likely be reached exempting the demilitarized zone along the straits from control by the proposed international commission which will have jurisdiction only over navigation of the straits, leaving even the pilotage to the Turks.

Ismet Pasha also pleaded for further guarantees for the safety of Constantinople than those which would be afforded by the League of Nations, and proposed additional guarantees similar to those given to the Aland Islands. He insisted that Turkey must have further assurance from the important powers individually and collectively that her territory will not be violated. He accepted in principle the fundamental provisions for control of the Straits outlined by the Allies, but pleaded that Turkey must have her sovereign rights thoroughly safeguarded.

Lord Curzon, M. Barrère, Baron Hayashi, M. Spalckovich and other speakers expressed great satisfaction over Turkey's conciliatory attitude.

Baron Hayashi said he was especially gratified to see the conference, which had almost reached the stage of ultimatum, settle down into such calm and reasonable consideration of the straits problems.

Lord Curzon after hearing Ismet's statement of the Turkish position said that Ismet's acceptance of the general principles of free passage as outlined by the allies now made it possible to discuss details of the practical application of those principles. He expressed sympathy with Ismet's anxiety to Turkey's sovereignty should be affected by the proposed treaty, but pointed out that in a measure every power surrendered some of its sovereign rights when it negotiated treaties.

He mentioned the Great Lakes treaty between Canada and the United States as one which in a sense limits the sovereignty of the two governments, but is in no sense an offense against the sovereignty of either, and contended that the proposed regulation of the straits was the same.

As it is clear that the United States will accept no seat on a straits control commission, regardless of how much the powers of this proposed international body was limited, the members of the American delegation were asked whether the United States would in any way be bound to respect the regulations imposed by this body and if the United States would negotiate a treaty immediately with Turkey. To this Ambassador Child made no answer.

Ismet Pasha also objected to various nations retaining station ships at Constantinople, and this matter was referred for discussion to the experts, who explained later that station ships are really used only as taxicabs for the high commissioners or ambassadors.

SENTENCES W. VA. MINERS

Convicted of Conspiracy in Connection With Cliftonville Rioting.

Wellington, W. Va.—Judge J. B. Semmerville overruled motions for new trials for Pete Radakovich and Toddie Arinski, convicted of conspiracy in connection with the Cliftonville mine rioting July 17, when Sheriff H. H. Jural and six other men were killed.

He sentenced the defendants to serve two years each in the state penitentiary at Moundsville.

QUESTED FOR HOME BREWING

Raleigh, N. C.—Resignations of four instructors at the North Carolina State College of Agriculture and Engineering here have been requested as a result of charges that they made "home brew" in their rooms. Dr. W. C. Riosdick, president of the institution, in making this announcement, declined to give details, except to confirm reports that the action followed an investigation by students.